



6 FEBRUARY 2003

Maintenance

LOW ALTITUDE OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(Col Sowinski)

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This Instruction establishes coordination/notification procedures on aircraft that perform Low Altitude Operations (LAO) and ensures that required prior-to-flight and post flight inspections are performed in accordance with Technical Order (TO) 1C-135A-6, *Aircraft Scheduled Inspection and Maintenance Requirements*, and TO 1C-135A-6WC-1, *Inspection Work Cards*. This Instruction applies to all maintenance activities and personnel assigned to the 6th Maintenance Group (6 MXG). All actions that involve the 6th Operations Group (6 OG) have been coordinated and approved by the Commander (6 OG/CC).

1. General Information. A special inspection is required on aircraft that have conducted or will conduct LAOs on a planned mission. LAO is defined as a clean (gear-up) configured flight below 6000 feet Above Ground Level (AGL). Practicing touch and goes or landing approaches are not considered a LAO. Aircraft that perform a LAO require a pre-LAO certification inspection and a Park/After Flight post-flight inspection.

2. Responsibilities. The 6th Maintenance Operations Squadron (6 MOS) and the 6th Operations Support Squadron (6 OSS) Scheduling Offices will work together to ensure all LAOs are coordinated and scheduled with sufficient lead time so the necessary inspections can be complied with prior to and after the planned flight. The 6 MOS Scheduling Office will ensure that a LAO is identified in the remarks block of the weekly flying schedule.

2.1. The 6 OSS Scheduling Office will call 6 MOS Scheduling Office whenever a LAO mission is planned. Takeoff, altitude, speed, duration of the LAO, and landing times are required so the appropriate inspections can be performed.

2.2. The Scheduling Office will notify the 6th Aircraft Maintenance Squadron (6 AMXS) and 6th Maintenance Squadron (6 MXS) Production Superintendent(s) so aircraft inspections can be scheduled and complied with. The altitude, speed, and flight duration of the LAO(s) must be tracked. The

Scheduling Office will keep track of the LAO data and number of hours flown data for each aircraft as it applies.

2.3. The Scheduling Office will enter a job into the G081 database with data listed in paragraph 2.1. requiring a “Pre-LAO Certification Inspection is Due” prior-to-flight.

2.4. The 6 AMXS Debriefers will enter the “Park/After Flight LAO Inspection Due” during crew debriefing. Debriefing of the LAO will include the data listed in paragraph 2.1.

2.5. The 6 AMXS and 6 MXS Production Superintendent(s) will ensure the necessary prior-to-flight and post flight inspections are complied with in accordance with the appropriate technical data.

2.5.1. If discrepancies are discovered during these inspections, the individual discovering the discrepancy will make the appropriate entries in the aircraft AFTO 781A, **Maintenance Discrepancy and Work Document**, and G081.

DAVID M. SNYDER, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

TO 1C-135A-6, *Aircraft Scheduled Inspection and Maintenance Requirements*

TO 1C-135A-6WC-1, *Inspection Work Cards*